

**Amendments to the Drawings:**

The four (4) attached sheets of drawings include changes to FIGURES 1, 2, 2A, 4, 6, and 6A. These four (4) sheets, which include FIGURES 1, 2, 2A, 4, 6, and 6A replace the original sheets including FIGURES 1, 2, 2A, 4, 6, and 6A.

Attachments: Four (4) Replacement Sheets



24024

PATENT TRADEMARK OFFICE

**IN THE UNITED STATES PATENT AND TRADEMARK OFFICE**

In re Application of : Quinn et al.  
For : **AIR DRYER MODULE (As Amended)**  
Serial No. : Not Yet Assigned  
Filed : Herewith  
Examiner : R. Spitzer (Parent)  
Art Unit : 1724 (Parent)  
Attorney Docket No. : 28679/05446 (97-021 US Cont II)  
: **Continuation of US Serial No.**  
: **09/571,897, filed May 16, 2000**  
: **Attorney Docket No. 591-97-021**

**Letter to Official Draftsman**

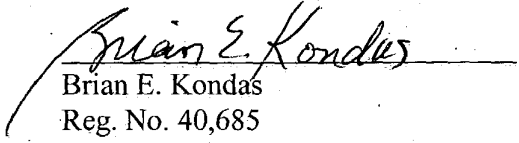
Mail Stop Patent Application  
Commissioner for Patents  
P.O. Box 1450  
Alexandria, VA 22313-1450

Dear Sir:

Applicants are herewith submitting 6 sheets of Formal Drawings for the approval of the Official Draftsman.

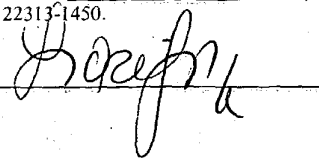
Please charge my Deposit Account No. 03-0172 for any fees related to the acceptance of the attached Formal Drawings. A duplicate copy of this letter is enclosed for that purpose.

Respectfully submitted,  
CALFEE, HALTER & GRISWOLD LLP

  
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**{BK0779.DOC;1} CERTIFICATE OF MAILING**

This certifies that this document is being deposited with the U.S. Postal Service on this 26<sup>th</sup> day of June, 2003 in an envelope Express Mail to Post Office to Addressee service under 37 CFR §1.10, Mailing Label No. ELO8507605503 addressed to Mail Stop Patent Application, Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.



The diagram illustrates a dual-circuit air brake system. At the top, an **INTEGRAL PURGE AIR DRYER** (62) is connected to a control line (CON 4) and a supply line (SUP 1). The supply line (SUP 1) leads to an **AIR PRESSURE GOVERNOR** (2), which is set to **UNL 2** and **RES 1**. The governor's output line (70) connects to the **SUPPLY RESERVOIR** (20). The **AIR COMPRESSOR** (20) is also connected to the supply reservoir. The supply reservoir (20) has a **MANUAL DRAIN VALVE** and is connected to an **ACCESSORY MANIFOLD** (60). The accessory manifold (60) is further connected to **TO IN-CAB MANIFOLD TO TRANSMISSION** and **TO AXLE SHIFTER** lines. The supply reservoir (20) is connected to the **PRIMARY SERVICE RESERVOIR** (18) via a **ONE WAY CHECK VALVE** (66) and a **MANUAL DRAIN VALVE**. The primary reservoir (18) has a **TO PRIMARY SYSTEM CIRCUIT** line and a **TO SECONDARY SYSTEM CIRCUIT** line. The secondary circuit line (68) connects to the **SECONDARY SERVICE RESERVOIR** (72) via a **ONE WAY CHECK VALVE** (64) and a **MANUAL DRAIN VALVE** (74). The secondary reservoir (72) has an **85 PSI PRESSURE PROTECTION VALVE** and a **55 PSI PRESSURE PROTECTION VALVE**. The secondary reservoir (72) is connected to the **TO IN-CAB MANIFOLD TO TRANSMISSION** and **TO AXLE SHIFTER** lines.

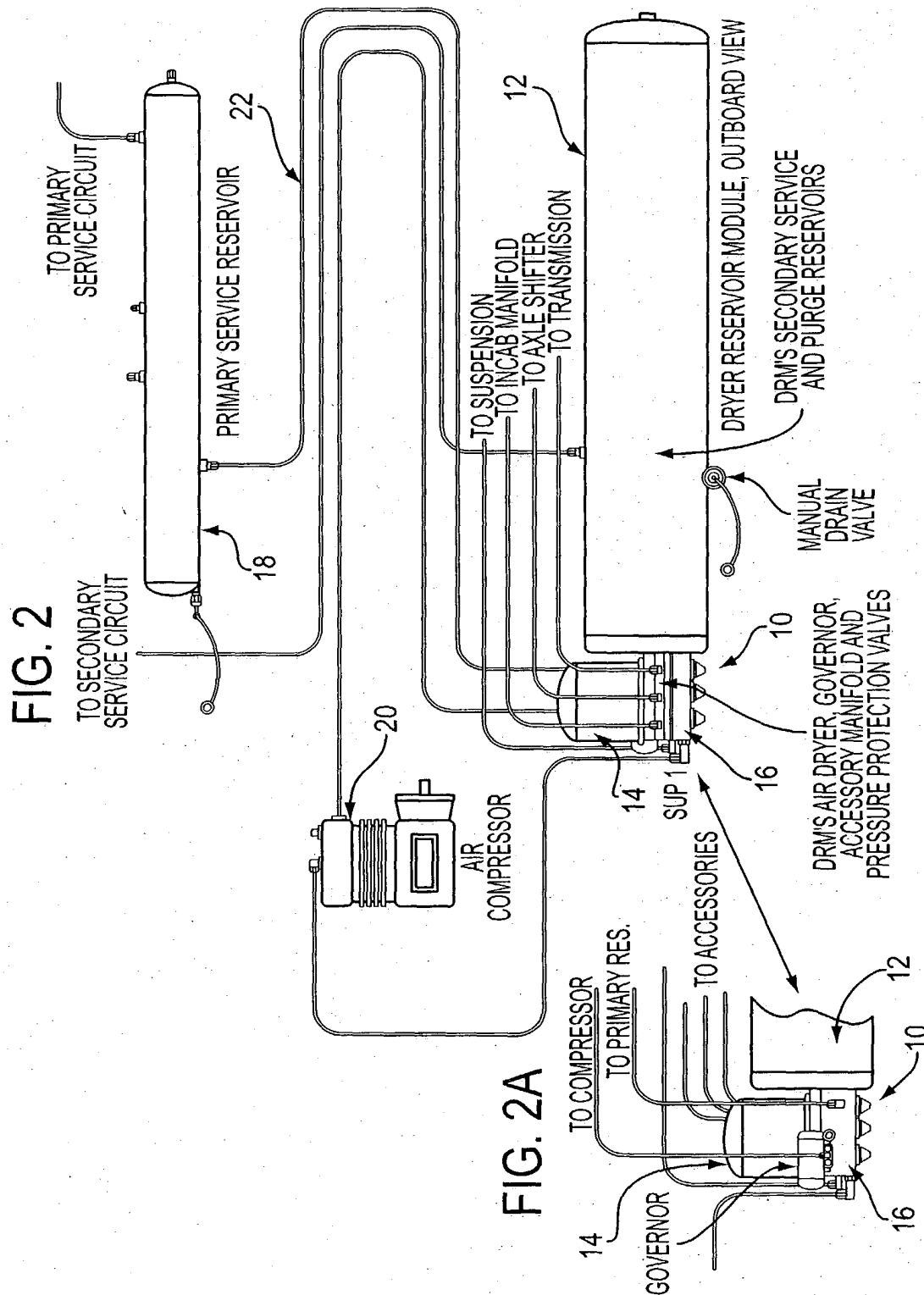


FIG. 3

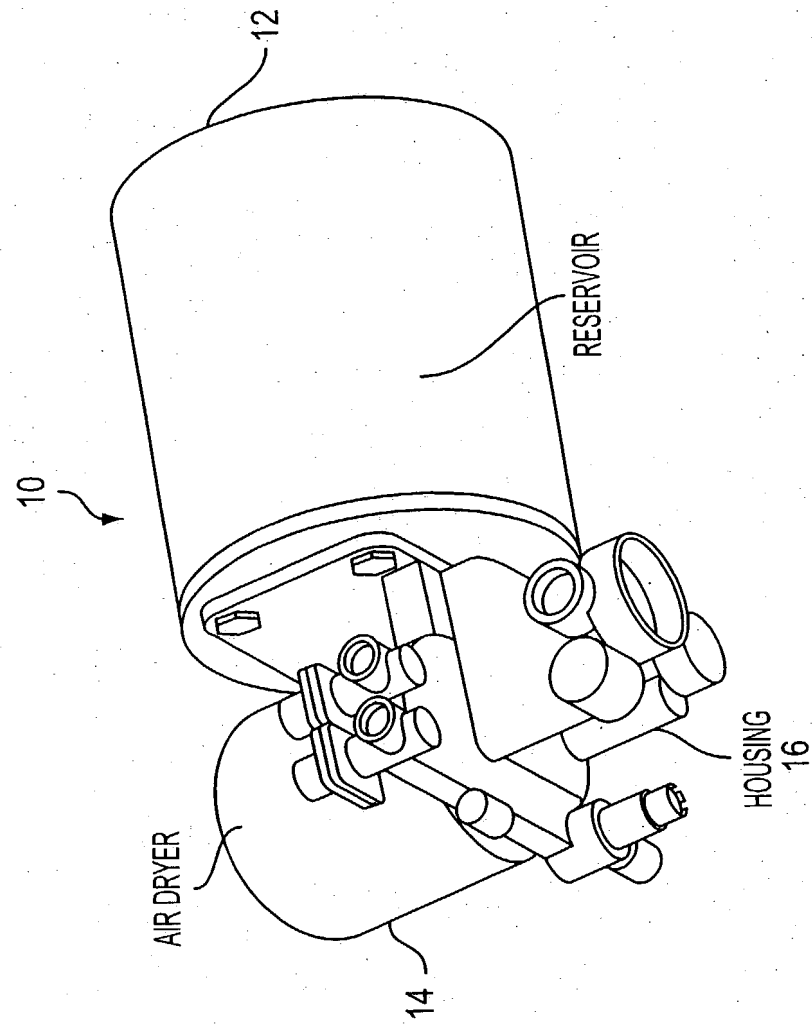


FIG. 4

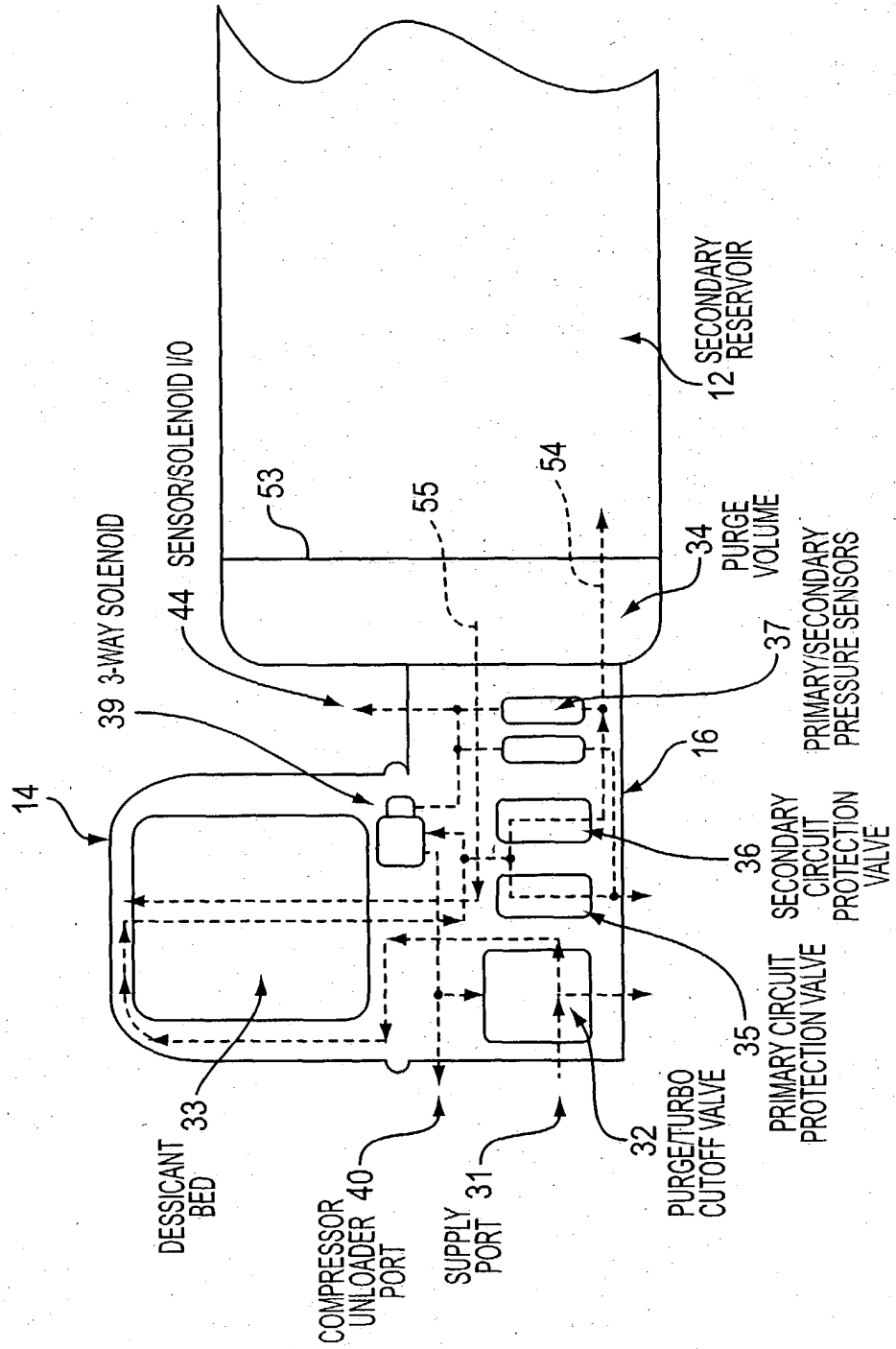


FIG. 5

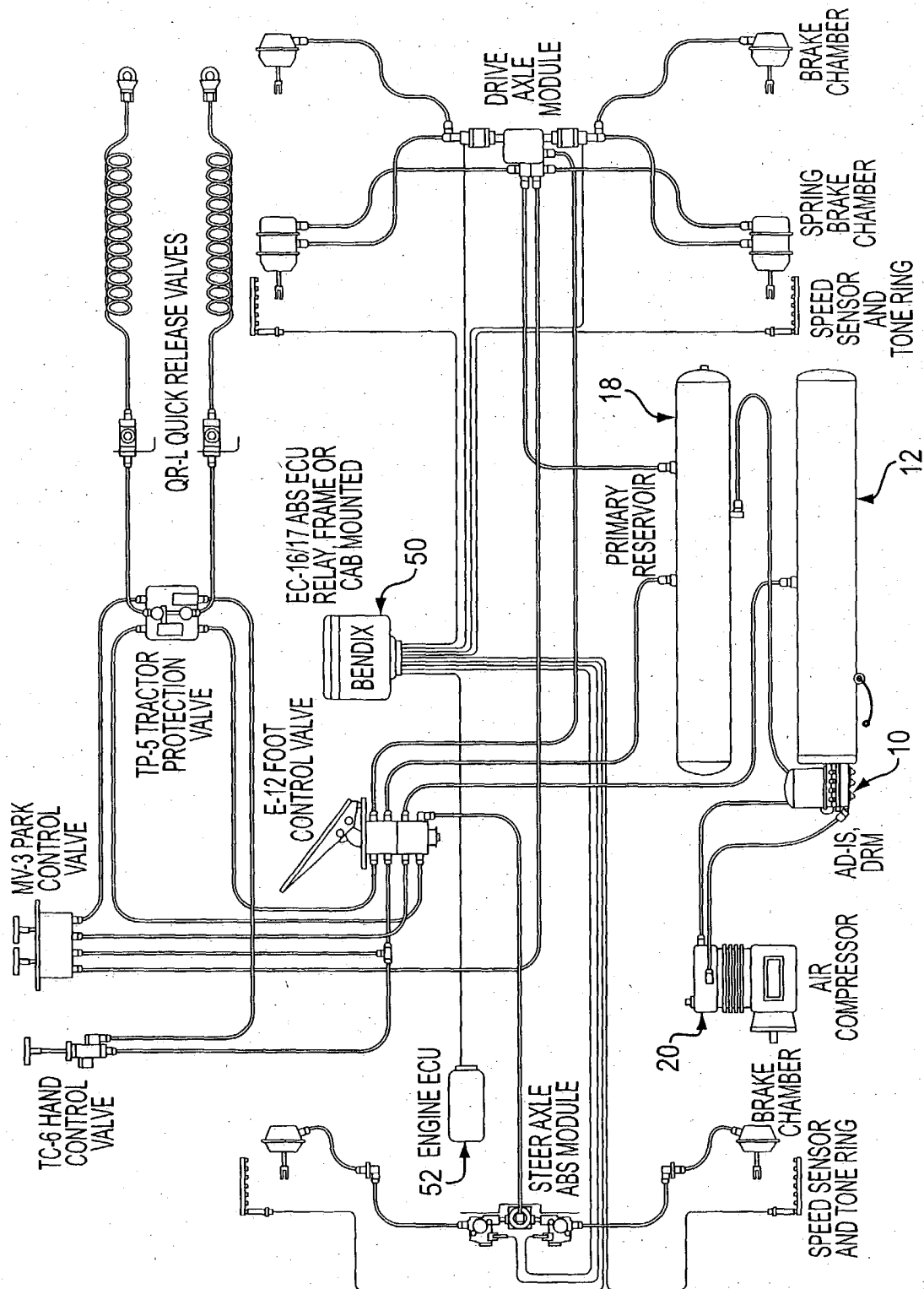


FIG. 6  
 FIG. 6A

